Establishment of a Halt Station at Vasundhara

1219. SHRI RAJ NATH SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that a large number of residents of Vas-undhara Yojana of the U.P. Awas Vikas Parishad in Ghaziabad and other adjoining villages, are being deprived of rail facilities due to absence of a halt/station at Vasundhara;

(b) if so, the action being initiated to establish a proper halt near Sector 2B and 2C, of Vasundhara, adjoining the Mohan Meakins factory;

(c) by when the above station/halt is likely to be established and made functional; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (d) The proposal regarding opening of a halt station at Vasundhara between Sahibabad and Ghaziabad stations was examined but not found commercially and operationally justified.

Rail Projects in T.N. and Bengal

1220. SHRI V.P. DURAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news-item captioned T.N. Bengal Railway Projects will remain a 'Non-starter' appearing in the Hindu of 12th February, 1999; and

(b) if so, what is Government's reaction thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir.

(b) All new line and Gauge Conversion projects have been prioritised on the basis of their physical progress, operational desirability, national and strategic importance and social desirability. Funds are allotted to these projects according to their relative priority.

Rail accidents due to Defective Tracks

1221. SHRI PRAFULL GORADIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of accidents took place due to defective tracks, wheel disks and axles;

(b) if so, why the Railways continued to import them from one source only i.e. Romania, after their continued sad experience of getting defective material; and

(c) what has been the loss in terms of time, money and human lives during the last five years, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir.

(b) No, Sir. Railways have been procuring most of the wheel and axles from indigenous sources *viz* Wheel & Axle Plant, Bangalore (Indian Railways) and Durgapur Steel Plant (SAIL) Some of the items, where indigenous capacity is inadequate or not available, the items are being imported from various countries